

COUNTRY East GermanyREPORT NO.                     TOPIC Doberitz AirfieldEVALUATION            25X1 PLACE OBTAINED            25X1ADATE OF CONTENT 25 May to 7 June 1953 25X1ADATE OBTAINED                      DATE PREPARED 13 July 1953REFERENCES                     PAGES 4 ENCLOSURES (NO. & TYPE) 3 - three sketches            25X1AREMARKS                     

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1. In the evening of 25 May 1953, 15 single-engine monoplanes were counted at Doberitz airfield and about 30 additional planes were parked at the southern border of the field. Eight of these aircraft had white leading edges on their rudder assemblies. On 28 May, about the same number of aircraft were seen at the field. In the evening, soldiers and a prime mover with trailer were seen in the evening, soldiers and a prime mover with trailer were seen in the western portion of the field near an aircraft which apparently was damaged.<sup>1</sup>
2. At 6:30 p.m. on 25 May, 16 flatcars with side racks and 30 boxcars were parked at the loading ramp on Heer Strasse. The train extended beyond the entrance to the airfield. Its load included round timber, wooden grates, crates, and boxes, tail wheels and other equipment. Two flatcars were loaded with trucks with field kitchens                     . There were about 25 of the boxcars of which each could accommodate 15 to 20 men and had double decker beds. Ten officers wearing silver bordered blue epaulets were standing in front of the train. On 28 May, about 120 bombs, about 1 meter long, were piled up on the loading ramp on Heer Strasse. About 130 crates, some of them painted grey, were seen next to the bombs.<sup>2</sup>
3. On 25 May, the AAA emplacements in the northwestern and southwestern portion of the field were occupied. Some of the guns were covered with tarpaulins. Except for a guard, no personnel was seen at the guns.<sup>3</sup>
4. On the night of 28 May, only a few windows were lighted in the billets of Doberitz airfield.
5. On 7 June, no aircraft were observed at the airfield. The quarters appeared to be vacant and one AA gun was being dismantled.<sup>1</sup> Motor vehicles observed at the field included trucks                     . The drivers wore black-bordered blue epaulets.
6. A rail shipment leaving Doberitz on 21 May, included three trucks, horse carts, six horses, barracks equipment, boards and pipes, a field kitchen, food rations, hay and straw. A shipment left on 23 May and included crated bombs, boxes with ammunition, barracks equipment and field kitchen.                      The train which had been observed on 25 May had left by the evening of the next day and was composed of 39 flatcars and 23 boxcars, loaded with fuel trucks, radio trucks,

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jigs and fixtures for aircraft and engines, tail assembly parts, wings and wheels, caterpillars, a hand operated assembly crane, a motor roller for leveling airfields, a caravan trailer with heater, barracks equipment and a field kitchen. A fourth shipment which left between 7 and 9 p.m. on 28 May was composed of 47 boxcars and 21 flatcars and included uncrated bombs, trucks, fuel trucks, boards, barracks equipment and a field kitchen. On the night of 30 May, a fifth train composed of 39 flatcars and 23 boxcars left Doeberitz. The shipment included 12 large fuel tanks, 6 oil tanks, 2 crates 100x100x100 cm, (type 1), 18 crates, 100x150x300 cm (type 3), (including 3 crates

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[REDACTED] 6 crates, 150x180x300 cm (type 4a), 6 crates, 150x180x300 cm (type 4b), and 2 crates 200x300x450 cm (type 2, boring machines, lathes, a band saw, a disc saw, a planning machine, open boxes with chalk, lime and cement, portable stoves, bath tubs, boilers, spare parts for engines, cylinder blocks and searchlight carts. It was assumed that the first, third and fifth shipment made up one train and the second and fourth shipment another. This assumption was confirmed [REDACTED] The empty trains were shunted to the loading ramp one day before the shipment left.<sup>4</sup>

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7. At about 6:15 p.m. on 30 May, trucks [REDACTED] each with a trailer, arrived at the western garages of Artillerie Park. Four crates 100x100x100 cm, 2 crates 100x150x300 cm and 3 crates 150x180x300 cm were unloaded from the trucks by a mobile crane.<sup>5</sup>

8. On 25 May, flying was practiced by individual Il-10s between 2:30 and 4:30 p.m. At 4:30 p.m., about 30 Il-10s were observed at the field. Flying by elements of two was practiced between 4:30 and 6:30 p.m. Between 3:30 and 5:30 p.m. on 30 May, individual flights of about 10 minutes each were practiced. The number of aircraft had not changed.<sup>6</sup>

9. On 31 May, a worker at the field stated that, in connection with the transfer of the air force unit, German employees were given notice. Captain Yakushev (fnu), who was "kech" officer, advised these Germans not to look for another job, because a new unit was to be expected by 7 June. The worker also stated that 200 to 250 men of the Kazavittski Unit, (among them Colonel Bachko (fnu) and Lieutenant Colonel Kazavittski (fnu)), were still at the barracks on 31 May, and would leave after having turned over the barracks to the new unit. In mid-May, Lieutenant Atamanov (fnu) came from Werder. He advised two Germans against going to West Berlin, because they were allegedly reported to the Kampfgruppe gegen Unmenschlichkeit (Group against Inhumanity) as Soviet agents.<sup>7</sup>

10. On 4 June, Captain Yakushev and a rear unit were still observed at the Doeberitz air force barracks. He stated that, after 4 June, Lieutenant Colonel Prokhodtsev (fnu) would be administrative officer of the former Richthofen and NSKK Kaserne and an officer of a new unit would be in charge of the billets of the former motor transport training unit. After 6 June, Captain Rengevits (fnu) was allegedly in charge of these billets. [REDACTED] On 4 June, the quarters of the air force barracks were vacant, and no personnel were seen at the guard houses of the Richthofen Kaserne and NSKK Kaserne. A guard wearing black-bordered blue epaulets was seen however, at the guard house of the billets of the former motor transport training unit. Former headquarters building No 59 was locked. Building No 57 had already been occupied by the headquarters of a new unit.<sup>8</sup>

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11. On 4 June, no aircraft were at Doeberitz airfield. The hangars were closed. The two guard towers in the northwestern corner of the field were each occupied by one soldier wearing black-bordered blue epaulets. No activities were determined in the workshops. A hand operated loading crane was seen near the loading ramp.
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12. On 10 June, the quarters at Doeberitz airfield were apparently vacant and the gates were closed. The guard at the ammunition dump wore red-bordered black epaulets. Two large fuel tanks were shipped away from the dump.
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13. On 31 May at about 8 a.m., [REDACTED] 39 boxcars and flatcars moved from Wustermark to Brandenburg. A captain sealed the cars [REDACTED]. Another shipment was observed on 4 June. This outgoing shipment included three boxcars with air force personnel, trucks [REDACTED] barracks equipment and several fuel tanks which still showed traces of earth.<sup>9</sup>
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1. [REDACTED] Comment. Prior to the end of May, Doeberitz airfield was occupied by a GA regiment, the aircraft of which had white leading edges of the rudder. The regiment was transferred to Brandenburg-Briest airfield. The aircraft left Doeberitz airfield probably on 30 May.
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2. [REDACTED] Comment. This shipments carried elements of the ground unit of the transferred GA regiment.
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3. [REDACTED] Comment. During the period of observation, the two AA gun emplacements were occupied by one 37-mm battery each.
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4. [REDACTED] Comment. The information supplements a previous report. [REDACTED]. For sketches of the reported crates, see Annexes 1 to 3.
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5. [REDACTED] Comment. A supply and repair unit of the GA corps is stationed at Artillerie Park. The reported crates are probably those reproduced on the Annexes.
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6. [REDACTED] Comment. The number of aircraft reported deviates from the number reported in paragraph 1 of the present report. The correct number of aircraft probably is between the two figures given.
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7. [REDACTED] Comment. Colonel Bachko was previously reported to be commanding officer of the GA division. Lieutenant Colonel Kazavittski is commander of the ground unit of the GA regiment, and Captain Yakushev replaced Lieutenant Atamanov as supply officer of the ground unit. The divisional headquarters superior to the GA regiment had previously also been stationed in the buildings north of Doeberitz airfield. It was not definitely determined whether a new unit has arrived at Doeberitz. There had long been rumors that Falkensee restricted area would be evacuated. It is possible that the GA corps headquarters is being transferred to Doeberitz.
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8. [REDACTED] Comment. It seems noticeable that Lieutenant Colonel Prokhodtsev was still at Doeberitz. According to previous information, a repair shop for aircraft engines [REDACTED] was stationed at Doeberitz. Lieutenant Colonel Prokhodtsev was reported to be commanding officer of the Doeberitz workshops. It is therefore assumed that he belongs to the above mentioned repair unit. Captain Rengevitts is reported for the first time.
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assumption that the divisional headquarters was also transferred.

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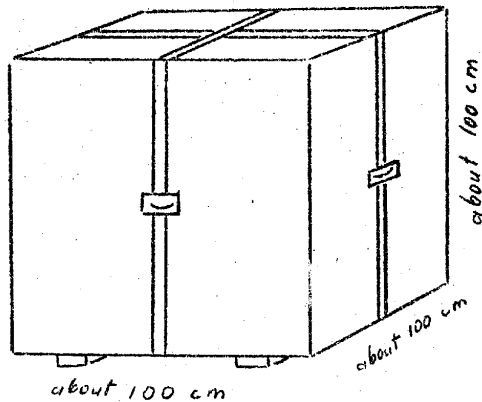
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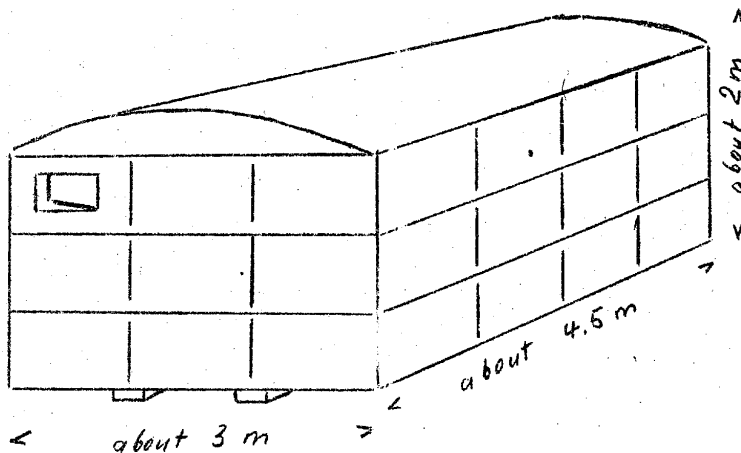
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Crates Observed at Doeberitz

Type 1 The crate is painted gray blue, the edges are reinforced by sheet metal and the sides are supported by steel tape, about 3 cm wide. The crate is provided with one handle at each side, and can be moved on the wooden bars under the bottom. No inscriptions.

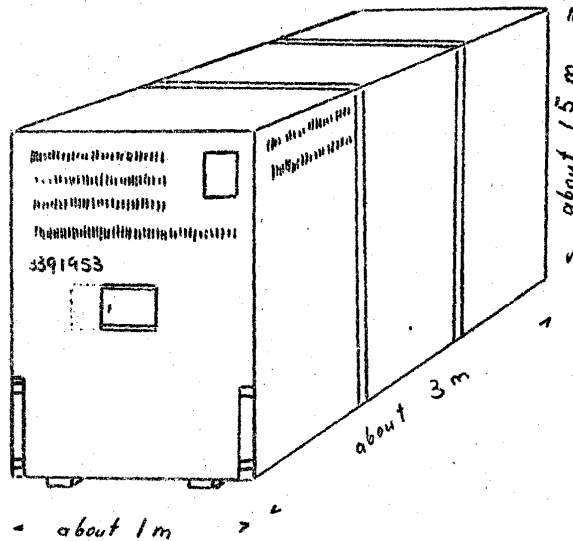


Type 2 The crate was made of weather resistant timber. The wooden plates are nailed from the inside against the external wooden frame. The interior is smooth. Both short sides have a window or wooden door about 50x60 cm which opens to the inside.

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25X1Crates Observed at DoeberitzType 3

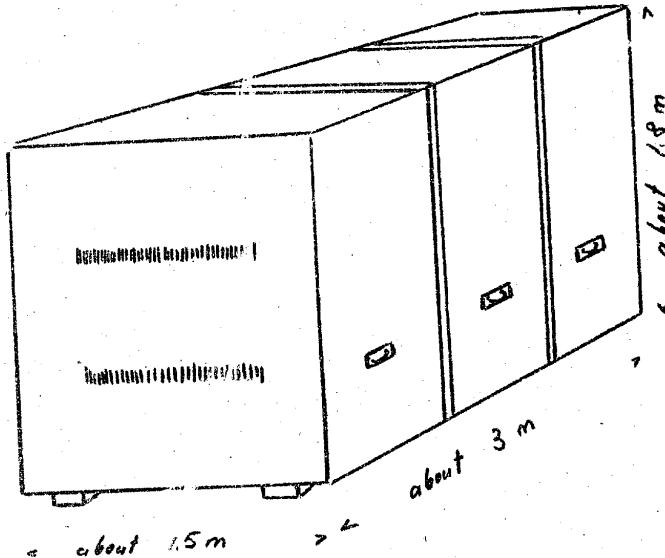
The crate is painted grey blue. An opening, about 20x20 cm, in the short side, is provided with a sliding door. A tinframe with cellulose about 15x20 cm, is attached for shipping documents. The crate bears four lines of Russian inscription in letters, about 5 cm large, and 7-digit numbers which all end with 1953, at the left side underneath. One long side had two lines inscribed in the left part. The edges are reinforced by sheet metal and two steel tapes hold the sides. There are two wooden bars under the crate, so it can be moved. Lever stoppers which can be folded to the crate are attached to the lower corners of the short side. The crate is to be carried by 12 men. Four or 5 such crates can be loaded in one boxcar.

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25X1Crates Observed at DoeberitzType 4a and 4b

The crates are painted blue grey, the edges are reinforced by sheet metal and the sides by steel tape. The long sides are provided with three handles, and the bottom with wooden bars. Type 4a has two lines of Russian inscriptions in letters 5 cm large at the short sides, while type 4b has no inscriptions.

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25X1COUNTRY East Germany REPORT NO. [REDACTED]TOPIC Link of an Ammunition Belt of an Il-28EVALUATION [REDACTED] PLACE OBTAINED [REDACTED] 25X1ADATE OF CONTENT 21 May 1953 25X1XDATE OBTAINED [REDACTED] DATE PREPARED 10 Jun 1953 25X1A

REFERENCES \_\_\_\_\_

PAGES 1 ENCLOSURES (NO. & TYPE) 1 - a link of an ammunition belt

REMARKS \_\_\_\_\_

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1. Between 8:10 a.m. and 10:30 a.m. on 21 May, during cloudless weather, 16 to 20 Il-28s practiced firing at sleeve targets in the Luebbenau area. They approached from, and left for Cottbus, at an altitude of 1,000 meters. No aircraft numbers could be determined. None of the planes had auxiliary tanks. One Il-28 towed the sleeve target with a rope, about five aircraft in length. In the attack on the sleeve, the aircraft slowly passed the target-tow plane at a distance of about 10 wing spans and started firing with tail guns when they were in line with the towing aircraft. After having fired 3 or 4 bursts of 4 or 5 rounds they either turned off to the side or circled back to repeat the maneuver. When the attacking aircraft left in the direction of Cottbus, after some more banks and turns in the area west of Luebbenau, the towing aircraft flew considerably slower than the other Il-28s.

2. [REDACTED] a link of an ammunition belt which fell to the street several meters from him, had come from the tail guns of an Il-28 which had been firing at the target sleeve. [REDACTED] saw white powder trails coming from the tail of the Il-28.

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1. [REDACTED] Comment. For belt link, see Annex. The link, according to the Russian letters on it, is of Soviet origin, belonged to a disintegration belt. At one end the link has an interior width of 24-mm and at the other end 22-mm. Neither end would be wide enough for a 23-mm shell. The smaller end of the link would fit a 20-mm shell of the Shvak-type gun. The larger end would leave a tolerance of 2 mm and which, possibly, could have been designed to prevent a jamming of the shell when engaged by the receiver. It is more probable, however, that the link is for a new 20-mm round with a bottle-shaped shell 20/24 mm in diameter. The link resembles links from a 20-mm 206 RK rotary Oerlikon gun and it could belong to a Soviet made Oerlikon gun. If correct, the information supports a previous assumption that the tail turret of the Il-28 is equipped with a 20-mm gun.

[REDACTED]. Photographic evidence shows that some Il-28s have a connecting strip between the two barrels of the tail guns while other Il-28s have barrels which are apparently of a different length and are without this connecting strip. It can therefore be assumed that the tail turrets of the Il-28 aircraft are fitted with two types of guns.

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